

No. 9348 號八十四百三千九第 日七初月一十年三十緒光 HONGKONG, WEDNESDAY, DECEMBER 21st, 1887. 三拜禮 號一十二月二十英港香 [PRICE \$2½ PER MONTH]

NEW ADVERTISEMENTS

## NEW ADVERTISEMENTS

EXTENSION  
AUSTRALASIA  
& CHINA TELE-  
GRAPH CO., LTD.

NORTHERN T  
LEGRAPH CO  
FANY OF C  
PENHAGEN.

**I HAVE TO-DAY ASSUMED CHARGE OF**  
above Companies' OFFICE.

**WALTER JUDD,**  
Manager in Charge.

Hongkong, 20th December, 1887. [2]

**WANTED—By a Single Gentleman**  
COMFORTABLY FURNISHED  
BEDROOM AND BOARD with a Private  
Family.

Particulars to F. G.  
Care of Office of this Paper  
Hongkong, 21st December, 1887. [2]

**ZETLAND**  **LODGE.**

No. 525.

**A REGULAR MEETING OF THE**  
**A LODGE will be held at FRANKS'S**  
**HALL, Zetland Street, on TUESDAY**  
**the 27th instant, at 8 for 8.30 p.m., previous**  
**VISITING BRETHREN are cordially invited.**  
Hongkong, 21st December, 1887. [2]

**THE CHINA & MANILA STEAMSHIP**  
**COMPANY, LIMITED.**

**FOR MANILA VIA AMOY.**

**"DIAMANTZ."**  
Captain McCullin, will be despatched for  
above Ports TO-DAY, the 21st instant,  
FOUR P.M., instead of as previously notified.  
For Freight or Passage, apply to  
General Manager  
**RUSSELL & Co.,**  
Hongkong, 20th December, 1887.

**DOUGLAS STEAMSHIP COMPANY**  
**LIMITED.**  
FOR SWATOW, AMOY, AND  
TAIWANFOO.  
**THE Company's Steamship**  
**"THALES"**  
Captain Hunter, will be despatched for  
above Ports TO-MORROW, the 22nd inst.  
DAYLIGHT, instead of as previously advertised.  
For Freight or Passage, apply to  
General Managers  
**DOUGLAS LAIRDAK & CO.**  
Hongkong, 21st December, 1887.

**THE Steamship**  
**"YANSTSE."**  
Captain H. W. Stoddard, will be despatched  
for the above Ports TO-MORROW, the 22nd  
instant, at FOUR P.M.  
For Freight or Passage, apply to  
General Managers  
**SIEMSEN & Co.,**  
Hongkong, 21st December, 1887.

**STEAM TO YOKOHAMA, via NAGASAKI AND KOBE.**  
(Passing through the IRLAND SEA).  
**THE Company's Steamship**  
**"YAMAGUCHI."**  
Captain H. W. Stoddard, will be despatched  
for the above Ports TO-MORROW, the 22nd  
instant, at FOUR P.M.  
For Freight or Passage, apply to  
General Managers  
**SIEMSEN & Co.,**  
Hongkong, 21st December, 1887.

**"THIRIST."**  
will leave for the above places on FRIDAY  
the 23rd instant, at DAYLIGHT, instead of  
previously advertised.

**E. L. WOODIN,**  
Superintendent  
Hongkong, 21st December, 1887.

**INDO-CHINA STEAM NAVIGATION**  
**COMPANY, LIMITED.**

**FOR SHANGHAI VIA SWATOW.**  
(Taking Cargo and Passengers at through  
rates for CHEFOO, HANKOW, and Ports on the  
YANGTZE.)

**THE Company's Steamship**  
**"CANTON."**  
Captain Breight, will be despatched as a  
passenger steamer on FRIDAY, the 23rd inst. at Noon.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.**  
General Managers.  
Hongkong, 21st December, 1887.

**CHINA NAVIGATION COMPANY**  
**LIMITED.**

**FOR CHEFOO.**  
**THE Company's Steamship**  
**"HOIHOW."**  
Captain Carter, will be despatched as a  
passenger steamer on MONDAY, the 26th inst., at FOUR o'clock.

**BUTTERFIELD & SWIRE, Agents**  
Hongkong, 21st December, 1887.

**NAVIGAZIONE GENERALE ITALICA**  
(FLORIO & RUBIATUNG UNITED COMPANY)

**STEAM FOR**  
**SINGAPORE, PENANG, AND BOMBAY**  
having connection with Company's Mail Steamer  
to **ADEN, SUEZ, PORT SAID,**  
**MESSINA, NAPLES, LEGHORN,**  
**AND GENOA; all MEDITERRANEAN**  
**DESTINATIONS, LEVANTINE, AND SOUTHERN**  
**AMERICAN PORTS up to CALAO, TACLOBA,**  
Cebu, & through which to **AMERICA,**  
**PERSIAN GULF AND BAGDAD.**

**THE Company's Steamship**

**"BORMIDA."**

Captain Degraive, will be despatched as  
on **THURSDAY, the 29th inst., at TEN**  
at **BOMBAY** the Steamers are discharged  
at **PRINCE'S DOCK.**

For Particulars regarding **Fares**  
and **Passage,** apply to **CARLOWITZ & CO.**  
Agents.

Hongkong, 21st December, 1887.

**OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.**

**TAKING CARGO AND PASSENGERS**  
**TO JAPAN, THE UNITED STATES,**  
**AMERICA, AUSTRALIA, AND SOUTH**

AMERICA AND EUROPE, VIA OVERLAND ROUTES, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "BELGIC" will be despatched for San Francisco, on THURSDAY, the 27th inst. at 10 A. M. Connection being made at Panama with Steamers from Shanghai and Ports.

ALL PASSENGER STAGES should be made at San Francisco, and all cargo at the address in full, and same will be received by the Company's Office until FIVE P. M. of the day previous to sailing.

First-class Fare granted as follows:—

To San Francisco	\$20
To Panama	35
Return, 3 months, 1st class, 50 per cent.	50
available for 6 months	35
To Liverpool	50
To London	35
To other European points at proportionate rates	35

Special reduced rates for the British Army, Navy, Civil Service, and Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in United States should be sent to the Customs Office, addressed to the Collector of Customs San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent

Hongkong, 21st December, 1887.

# INTIMATIONS.

A. S. WATSON & CO., LIMITED.  
CHRISTMAS CONFECTIONERY.

JUST RECEIVED.

CRYSTALLIZED FRUITS, CHOCOLATE CREAMS, BURNALMONDS.

SUNDRIES.

ROSE WATER & OTHER CRACKERS IN GREAT VARIETY.

NEW SEASONS' CHRISTMAS & NEW YEAR CARDS.

CHROMOS OF SWISS AND HOME SCENERY.

STANDARD PHOTOGRAPHIC ALBUMS.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1847.

Hongkong, 13th December 1887.

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed to "The Editor," and not to individuals by name.

Correspondents are requested to forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication.

After that hour the supply is limited.

TELEGRAPH No. 12.

On the 19th December at 11:15 a.m. the wife of Mr. J. W. Jones, a daughter.

1887

The Daily Press.

HONGKONG, DECEMBER 31st, 1887.

A few days ago we referred to the introduction of the Foreign Mail Steamers Ordinance in the Legislative Council of Ceylon, and to the evidence in support of the non-success of the agitation set on foot against these bills by the Hongkong Chamber of Commerce. Further evidence in the same direction is afforded by the introduction of a similar Bill in the Legislative Council of the Straits Settlements. The Bill was introduced on the 29th November, and the Attorney-General, moving the first reading, said: "This Bill has been well considered in this Council, and all that can be said on it has been said so often, that the Council will not be sorry to find the question set at rest once and for all. By virtue of the Postal Convention of 1866 made with the French Government, the vessels subsidised by that Government for postal purposes receive certain privileges and immunities in British ports. It has been the practice from time to time for this Council to pass an Ordinance giving effect to that Convention in this Colony, for a limited period only, in the expectation that the convention would be determined and replaced by a new one. That expectation, however, has been so often disappointed in the past, that there now seems a likelihood that the convention will endure as long as this Council itself. Under these circumstances it is thought advisable, instead of having these annual or semi-annual recurring Bills, to provide once for all that the present arrangement shall continue as long as the Convention does." That is to say, that in the opinion of the hon. gentlemen the unofficial members, having failed in their efforts hitherto, ought now graciously to throw up the sponge. He went on to say that the Bill differed from its predecessors in that it set out at length those provisions of the Convention to which it is proposed to give the force of law. He added: "It must be remembered by those gentlemen who objected to this legislation, that the immunity given is only of a partial nature. We cannot give to the French mail steamers all the privileges which the Convention confers upon them, because this Council cannot deprive of its power to arrest these vessels. That Court is established under an Act of the Imperial Parliament, and as I understand the powers of this Council, cannot be affected by legislation. So far, however, as our power extends, this Bill will confer on the vessels of the Messageries Maritimes all the privileges and immunities which the Convention guarantees to them." Hitherto the status conferred on these Foreign mail steamers has been that of men-of-war, and as men-of-war are exempt from arrest, it has been claimed that these vessels enjoyed similar immunity. Such a claim was put forward years ago in Hongkong, when a vessel which was sought to place under arrest steamed out of the harbour in obedience of the warrant. An understanding has since been arrived at between the Government and the vessel, and it is to be placed in the way of legal process, and difficulties of the kind that used to be experienced in former times are not likely to occur again; but whether, if the French Government chose to claim for their mail steamers exemption from arrest, they would not succeed in another question, which we cannot regard as settled by the opinion of the Attorney-General of the Straits Settlements that the Vice-Admiralty Court cannot be affected by local legislation.

It will be noticed that, according to the statement of the Attorney-General, the Bill differs from its predecessors in that it sets out at length those provisions of the Convention to which it is proposed to give the force of law. Not having a copy of the Bill before us, we are unable to say whether this makes any important difference in the principle of the measure, but it would appear the majority of the Council did not think so, for it was warmly opposed on its second reading on the ground that it gave to foreign steamers privileges and immunities which were not given to our own, and that the preamble took away from the unofficial members the periodical opportunity of protesting against the measure. The second reading was, however, carried, and the Bill is now before the Council for its remaining stages and has become law. In a short time Hongkong will again be called upon to deal

with the question, and after what has passed in the other colonies it is safe to predict that the Bill, if approved by the unofficial members, will be carried by the official majority. The opposition to the measure, however, is not without foundation, for with the guarantee that have been given the foreign mail steamers do not enjoy any material advantages over others, the only one in which their status is likely to be pleaded being when they are carrying prisoners. If carried on other vessels prisoners would be able to come into this harbour to obtain their release under writ of *habeas corpus*, but on either the French or German mails such a writ would not run. Otherwise the only benefit the vessels derive from their status as men-of-war is the privilege it gives them. It appears to be considered that this confers on them in some way an advantage over British vessels, and that the latter suffer proportionately. If this be so, the measure certainly ought to be opposed to the very last, but we must confess that the alleged advantage appears to us to be of a somewhat shadowy nature.

During the next session of the Legislative Council a Maraboutic Bill will probably be introduced. A similar Bill has, as our readers are aware, been introduced at Singapore. We have now received the report of the meeting of the Legislative Council at which it was brought forward. The Attorney-General, in moving the first reading, said the measure had been introduced at the request of the Secretary of State for the Colonies, with a view of assimilating the law of that Colony with regard to trade marks and marksmen merchandise, to the law in England and to the law which will shortly be in force throughout the British Empire. At the Colonial Conference this year, it was the unanimous opinion of the Colonial delegates, that the law on the subject should be made uniform throughout the Empire. The primary object of the Bill, the Attorney-General said, "is the protection of British merchants and manufacturers against the fraudulent imitations by foreigners of their goods, which are so common and which have done and are doing such great injury to British trade and commerce." The hon. gentleman might have added "fraudulent imitations by Englishmen," for foreigners are not the only sinners in this respect, and in fact are sometimes the sinned against. Under the measure, as we understand it, honest traders, of whatever nationality, will be protected, and there is no ground for the importation of national prejudice into its discussion. As showing the necessity for such protection we may mention a case which has come under our own notice. The proprietors of certain very popular articles, which have for years past been widely advertised and have acquired an excellent reputation, have recently written us: "It is on account of the imitations that they have reduced the orders for advertisement in China. They have taken proceedings against some people, but find it a very expensive and slow operation; besides, there are so many of these imitations that if one or two were crushed others would spring into their places. They have tried to law to protect their interests, but to go to law with so many would mean a fortune in expenses." Thus genuine commercial enterprise is crippled by the parasites which live on its blood. The Bill is proposed to introduce provides a short and ready process of proceeding criminally against the infringers of trade marks, and all honest traders must join in the hope that it may prove effective in stamping out a practice so offensive to commercial morality and so injurious to trade.

A telegram has been received here stating that His Excellency the Viceroy of China arrived at Peking on the 19th inst.

The Pacific Mail S. S. Co.'s steamer City of Peking, with American mails, left San Francisco on the 19th inst. for Yokohama and this port.

The Agents (Messrs. Butterfield & Swire) inform us that the Ocean Steamship Company's steamer Telamora, from London, left Singapore yesterday morning for this port.

An alarm of fire was raised last evening about half past seven o'clock, in No. 24, Canton Street, where a fire was caused by the overturning of a kerosene lamp, was extinguished by the inmates.

We are informed that His Excellency Sir William Des Voeux has kindly consented to preside at the prize distribution of the Public School at St. Paul's College on Friday, the 28th inst., at noon.

The American ship *McLaurin*, Captain Little, arrived at Yokohama from New York on the 10th inst. after a passage of 178 days. The *McLaurin* was caused by a number of the crew suffering from scurvy.

It is stated, according to the *Choya Shinbun*, that the French Legation will be succeeded by British Minister to Japan by Mr. John Gordon Kennedy, who was Acting Chargé d'Affaires at Tokyo from October 1879, to January 1882. At the beginning of this year Mr. Kennedy was Secretary of the Embassy in Rome. It was understood, we believe, that Sir Francis Plunkett would return to Japan, for a short time, when he left there in August last.

The Straits Times says—General Wong Yang Ho, the first, and Mr. U. Teing, the second Chinese Commissioner, who have been in Singapore some days, called on the 3rd inst. the Secretary of the Chinese Consulate, on H. E. the Governor to pay their respects. They leave in the *Hong Ann* for Bangkok, whence they will return to Singapore, proceeding after that to Bangkok, Saigon, and Haiphong, which will close their mission, and they will then return to Canton to make their report to the Viceroy. General Wong Yang Ho is the guest of Mr. Chiang Hong Lin.

The Japan Mail says—One of the causes, though not the most important, why the Japanese are so much interested in the Bill is the fact that it will give the Japanese a right to sue in the courts of this colony, which was not the case before. The Japanese are so much interested in the Bill, that they have sent a number of their consular officials to the Legislative Council to see that it is passed. The Japanese are so much interested in the Bill, that they have sent a number of their consular officials to the Legislative Council to see that it is passed.

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